In the claims:

1. (Currently amended) An apparatus for securing a wiper arm, which is driven via a lever mechanism (10) that has a drive lever, connected in a manner fixed against relative rotation to a drive shaft (12), and a steering lever (22, 24, 26) connected to an axle (16, 18, 20), which are pivotally connected to a wiper lever (112), characterized in that the steering lever (22, 24,2 6) is braced in a mounting direction (28) on a bearing shoulder (30, 32, 34) on the axle (16, 18, 20), the steering lever (22, 24, 26) is braced on the bearing shoulder (30, 32, 34) via a disk (36, 38, 40) and the disk (36, 38) is in nonpositive engagement with the axle (16, 18)so that the disc (36, 38) and the axle (16, 18) do not overlap each other in a plane transverse to their axes, and in positive engagement with the steering lever (22, 24, 26) so that the disc (36, 38) and the steering lever (22, 24, 26) overlap each other in a plane transverse to their axes.

Claims 2, 3, 4 cancelled.

5. (Previously presented) The apparatus of claim 17, characterized in that the disk (36) and the steering lever (22) are connected in the pivoting direction (42, 44) via a clearance fit (120).

6. (Previously presented) The apparatus of claim 17, characterized in that the steering lever (22) positively surrounds the disk (36) in the pivoting direction (42, 44) with side walls (46, 48).

7. (Previously presented) The apparatus of claim 6, characterized in that the side walls (46, 48) in the mounting direction (28) deviate from a smaller cross-sectional region (50) to a larger cross-sectional region (52).

8. (Previously presented) The apparatus of claim 1, characterized int hat the axle (20) has a cross-sectional region (54) deviating from radial symmetry, and the steering lever (26) positively surrounds the axle (20) in this region (54).

9. (Previously presented) The apparatus of claim 1, characterized in that the axle (18) has a cross-sectional region (56) deviating from radial symmetry and having a pressure piece (58), placed between the axle (18) and the steering lever (24), which pressure piece has an opening (60) embodied to suit the cross-sectional region (56) deviating from radial symmetry and positively surrounds the axle (18) and has an outer cone (62), with which it is pressed by a separable fastening element (64) on the axle

(18) into an inner cone (66) of the steering lever (24) and is fixed jointly with the steering lever (24) in the axial direction on the bearing shoulder (32).

10. (Previously presented) The apparatus of claim 1, characterized in that the drive lever (14) is braced in the mounting direction (28) on a bearing shoulder (68) on the drive shaft (12).

11. (Previously presented) The apparatus of claim 10, characterized in that the drive shaft (12) has at least one cross-sectional region (70) having a pressure piece (72), placed between the drive shaft (12) and the drive lever (14), which pressure piece has an opening (74) embodied to suit the cross-sectional regional (70) deviating from radial symmetry and positively surrounds the drive shaft (12) and has an outer cone (76), with which it is pressed by a separable fastening element (64) on the drive shaft (12) into a suitably shaped inner cone (78) of the drive lever (14) and is fixed jointly with the drive lever (14) in the axial direction on the bearing shoulder (68).

12. (Previously presented) The apparatus of claim 9, characterized in that the cross-sectional region (56, 70) of the drive shaft (12), the axle (18) and both has an increasing diameter (80, 82), at least in

one region in the mounting direction (28), and the pressure piece (58, 72) is fixed without play nonpositively on the cross-sectional region (56, 70).

13. (Previously presented) The apparatus of claim 9, characterized in that the pressure piece (58, 72) and at least one element selected from the group consisting of the drive shaft (12), the axle (18) and both are connected positively via from one to twelve large, load-bearing faces (84, 86, 88, 90, 92, 94).

14. (Previously presented) The apparatus of claim 1, characterized in that the steering lever (22, 24, 26) is a sheet-metal part.

15. (Original) The apparatus of claim 14, characterized in that the steering lever (22, 26) in a cap side (96, 98) around the connection point with the axle (16, 20) has a cup-shaped indentation (100, 102).

16. (Currently amended) A wiper securing system, comprising a wiper arm, which is driven via a lever mechanism (10) that has a drive lever, connected in a manner fixed against relative rotation to a drive shaft (12), and a steering lever (22, 24, 26) connected to an axle (16, 18, 20), which are pivotally connected to a wiper lever (112), the steering lever (22,

24,2 6) is braced in a mounting direction (28) on a bearing shoulder (30, 32, 34) on the axle (16, 18, 20), the steering lever (22, 24, 26) is braced on the bearing shoulder (30, 32, 34) via a disk (36, 38, 40) and the disk (36, 38) is in non-positive engagement with the axle (16, 18) so that the disc (36, 38) and the axle (16, 18) do not overlap each other in a plane transverse to their axes and in positive engagement with the steering lever (22, 24, 26) so that the disc (36, 38) and the steering lever (22, 24, 26) overlap each other in a plane transverse to their axes.

17. (Currently amended) An apparatus for securing a wiper arm, which is driven via a lever mechanism (10) that has a drive lever, connected in a manner fixed against relative rotation to a drive shaft (12), and a steering lever (22, 24, 26) connected to an axle (16, 18, 20), which are pivotally connected to a wiper lever (112), characterized in that the steering lever (22, 24,2 6) is braced in a mounting direction (28) on a bearing shoulder (30, 32, 34) on the axle (16, 18, 20), the steering lever (22, 24, 26) is braced on the bearing shoulder (30, 32, 34) via a disk (36, 38, 40), the axle (16) is joined in the pivoting direction (42, 44) to the disk (46), and the disk (36) is joined by positive engagement to the steering lever (22) in the pivoting direction (42, 44) so that the disc (36, 38) and the axle (16, 18) do not overlap each other in a plane transverse to their axes and in positive

engagement with the steering lever (22, 24, 26) so that the disc (36, 38) and the steering lever (22, 24, 26) overlap each other in a plane transverse to their axes.